

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 09/20/2002

DEN02LA031 File No. 12292	03/10/2002	Windsor, CO	Aircraft Reg No. N8SD	Time (Local): 11:10 MST		
Make/Model:	Doyle / Kitfox III			Fatal	Serious	Minor/None
Engine Make/Model:	Rotax / 582 LC		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	1
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Greeley, CO			Condition of Light: Day			
Destination: Fort Collins, CO			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: None			
			Visibility: 10.00 SM			
			Wind Dir/Speed: 100 / 004 Kts			
			Temperature (°C): 4			
			Precip/Obscuration: None / None			
Pilot-in-Command	Age: 53		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 450			
Private; Single-engine Land			Last 90 Days: 8			
Instrument Ratings			Total Make/Model: 350			
None			Total Instrument Time: UnK/Nr			

The pilot said that while cruising 800 feet above the ground, "the engine stopped and the propeller also came to a complete stop." Unsuccessful in attempting to restart the engine, the pilot made a forced landing in a hay field. The tall grass caused the airplane to nose over, crushing the vertical stabilizer. The pilot surmised "a fuel flow problem" had caused the engine to lose power.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - FLOW RESTRICTED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - HIGH VEGETATION

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
loss of engine power due to restricted fuel flow for reasons undetermined. A contributing factor was the unsuitable terrain on which to make a forced landing.